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WHOLE NO. 1945.

THE MAINE'S AWFUL FATE

Magnificent Battleship Blown Up
In Havana Harbor.

ALL BUT TWO OFFICERS SAVED

Ship a Total Wreck—253 Sailors
and Marines Lose Their
Lives.

HAVANA, February 16.—Officers and blue jackets to the number of 354 were on the Maine. Of these only 101 have been accounted for. This means that 253 perished in that frightful explosion, which took place in Havana harbor last night, and which tore the stout battleship into shreds. There is no reason for hoping that the plausibly small list of survivors will be swelled by the names of any others saved.

The report was first that the arsenal had blown up and then it was said that the Spanish man-of-war had torpedoed the Maine. And this was while the men of the Alfonso were struggling to the work of rescue.

The Ward Line steamer City of Washington and the cruiser were first to reach the scene, and their crews did all that could be done to rescue the drowning men. Three boats from the Maine were there, too. In fact, there were more boats to pick up swimmers than there were swimmers to be picked up. Some of the survivors were brought to the landing place and turned over to the firemen, who carried the wounded on stretchers to the hospitals. Others were brought alongside the City of Washington, and still others were carried to the Alfonso.

The wreck took fire and sank, and soon the harbor was lighted by the lurid glare of flames, fed chiefly by the inflammable cellulose contained in the forward and aft ends.

The wreck burned the long night through, and when broke the solemn, pitying dawn, dark wreaths of smoke were still curling upward from the shapeless mass. At sunrise all the flags in the harbor were at half-mast.

A score of different causes have been assigned to account for the explosion and the calamity that followed, all of them more or less reasonable, according to the light in which they are viewed.

The Maine went down in deep water, deep enough to submerge all but a part of her superstructure deck. The whole forward part of the hull was turned completely inside out by the explosion. The officers say had the explosion taken place in deeper water that the first wild lurch would have sent the ship settling sideways to the bottom.

As it was the vessel sank within three minutes, partly righting as she touched bottom.

CAPT. SIGSBEE'S DISPATCH.

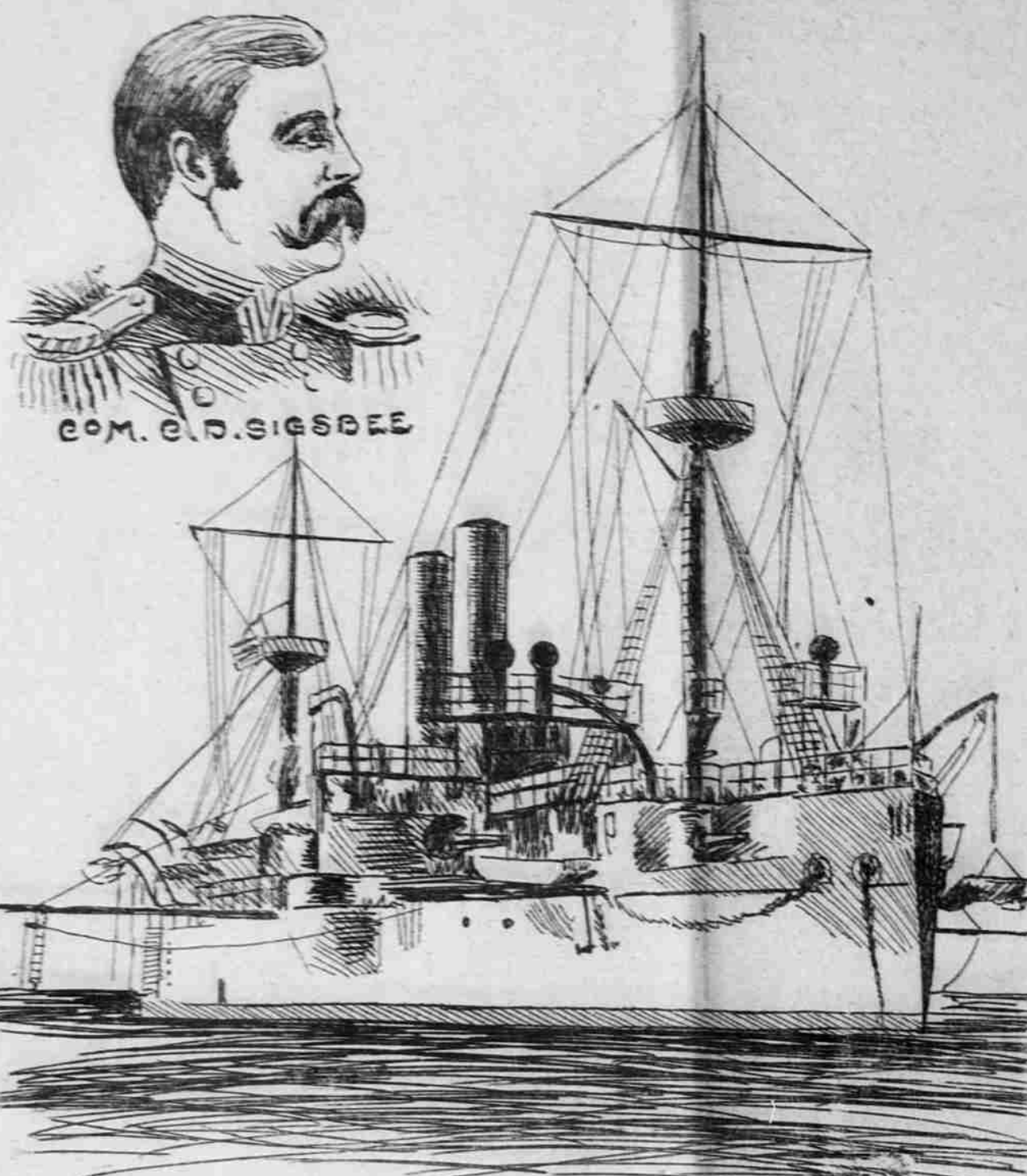
WASHINGTON, February 16.—Late tonight the following dispatch from Captain Sigsbee at Havana, addressed to Secretary Long, was received:

"All men whose names have not been sent as saved, probably are lost. Have given up Jenkins and Merritt as lost. Bodies are still floating ashore this afternoon. I kept nine officers, one private and Gunner's Mate Bullock here with me."

IT WAS THE CENTRAL MAGAZINE.

A special copyright cable to the Evening World from Havana says the officers of the Maine state the explosion was in the central magazine and that the Maine was raised out of the water and then went partially to pieces.

The dispatch continues: "All the officers but the surgeon were in the wardroom at the moment of the ex-



BATTLESHIP MAINE BLOWN TO ATOMS.

At 9:45 o'clock in the evening on the 15th of February, an awful explosion occurred on board the magnificent United States cruiser Maine lying at anchor in Havana harbor, Cuba. The shock was terrific. The fore part of the vessel was blown to atoms, the ship gave a great pitch forward and instantly began to sink. The wreck took fire and all the inflammable material was consumed. A Ward Line steamer in port and a Spanish war vessel were of great assistance in rescuing the survivors.

Captain Sigsbee reports 253 men drowned or killed and two officers missing. It is believed that the calamity was caused by an explosion in the magazine where was stored nearly 25 tons of powder. An official investigation has been ordered by the Navy Department.

plosion. Then came the stupendous shock. All the officers below rushed on deck, but could get no further forward than the middle superstructure. Only a very pitiable few of the Jack tars ever got from below. The water rushed over them and many were stunned and drowned, but not mangled. The officers on deck narrowly escaped. In the junior officers' mess hall all had to clamber out in wreckage waist deep. One ladder from the after torpedo compartment was jammed with men struggling up for life. All agree that a double explosion occurred from the natural result of an underwater explosion of the magazine."

The dispatch says that the account of the passengers on the Ward line steamer City of Washington which was lying 300 yards from the Maine bears out the foregoing statement.

CAPTAIN SIGSBEE'S ACCOUNT.

Captain Sigsbee said: "There is very little that I can tell you, I was in my cabin at the time. I had just finished a letter to my family when that enormous crash came. The ship lurched heavily to port and I knew in an instant what it all meant—that it meant that the ship had been blown up."

"All the cabin lights were put out, and as I groped my way out of my apartment I met my orderly running toward me. Reaching the deck I gave orders to post sentries, keep silence and to flood the magazines. The magazines were already flooding themselves. I saw then that the disaster was complete."

"Only three boats were left of the number we carried. These, the gig, the barge and the second whaleboat, were lowered as quickly as we could get them in the water. There was a big hole knocked in the side of the

barge and it is a wonder it did not sink with the few who had climbed into it."

"What do you think caused the explosion?" was asked Captain Sigsbee.

"You will have to excuse me answering that," he replied. "In such cases it is best not to think. It is best to know. That requires investigation and time."

THE FEELING IN WASHINGTON.

NEW YORK, February 16.—A Sun special from Washington says: Washington is in a state of painful excitement tonight. The city has been all day a hotbed of startling reports and sensational rumors. Public business in Congress and the Executive departments was almost at a standstill because of the awful disaster in the harbor of Havana which caused the total loss of the battleship Maine and the death of two of her officers and 253 of her crew.

Officially the Nation is in mourning, and social events scheduled to take place at the White House have been indefinitely postponed. No such appalling event of the sea has occurred since Her Majesty's battleship Victoria was sunk a few years ago by her sister ship, the Campervon, in the Mediterranean. The commanding officer went down with his ship, and 22 officers and 336 sailors with him. The great disaster in the Samoan harbor of Apia, in 1889, when three vessels of the United States Navy and three of Germany were wrecked, and 54 American officers and men lost, was also recalled today when the news came that the Maine had been destroyed.

Few of the higher officials of the Administration and of the leaders in the Senate and House are willing to admit that they discern evidence of Spanish treachery in this tragedy that has followed the long chain of dramatic

incidents connected with the controversy between Spain and the United States over the Cuban question.

President McKinley has allowed the impression to go abroad that he believes the catastrophe for which the Nation mourns to be due to an inscrutable act of Providence, and his words are re-echoed by his Secretary of the Navy and his Cabinet advisers. They would be only too glad if they felt their utterances to be sincere. If it shall be learned that the deed was caused by a treacherous enemy of Cuba, then the vengeance of this Government will be swift and sure.

Telegrams were sent by the Navy Department today to the families of all officers except those of Lieutenant Jenkins and Assistant Engineer Merritt saying these two were the only officers missing. Inquiry came by telegraph from the families of Jenkins and Merritt, and the department was obliged to send the distressing news that they were reported lost.

Just before he went home this afternoon Secretary Long telegraphed to Rear-Admiral Sigsbee, commanding the North Atlantic squadron, at Dry Tortugas, to appoint a board of officers to investigate the cause of the catastrophe.

One of those present at Secretary Long's conference was Commander W. S. Schley, who had a thrilling experience while commanding the cruiser New York. He said fire had started from spontaneous combustion in the coal bunkers of the vessel, which smoldered from 9 o'clock in the morning until 1 o'clock in the afternoon without being discovered. It was near the magazine bulkhead when finally checked. He expressed the opinion that a similar state of affairs was responsible for the Maine disaster.

It is obvious the explosion occurred in or under the forward part of the battleship where the magazines contained 58,500 pounds of powder. This consisted of 50,000 pounds of brown prismatic and 8,500 pounds of black powder, an enormous quantity for a vessel to carry in addition to the amount stored in the magazine under the aft turret. The explanation given of the presence on the Maine of such an unusual amount of ammunition is that when the battleship went to Havana she went prepared for any emergency.

PROBABLY AN ACCIDENT

Disaster Thought to Have Been
Caused By Explosion.

ASSISTANCE OF SPANISH SHIP

Feeling in Washington—Investigation Ordered—The Wrecked Vessel.

WASHINGTON, February 16.—There was no smokeless powder on board the Maine and the 10-inch ammunition was made up of brown prismatic powder. Not only is this powder most carefully packed in hermetically sealed copper cases, but its heat resisting qualities are so great that it cannot be ignited by the flame of a match, 600 degrees Fahrenheit being the amount of heat that must be applied for some time to set off the powder. On the other hand, it is readily ignited, as in the case of the charge in the gun, by the explosion of a quantity of fulminate. Every precaution is adopted aboard ship to safeguard the magazine.

Captain Sigsbee's brief report, as well as General Lee's dispatch, indicate that they now incline strongly to the belief that the explosion was of internal origin. Both agree that its force was greatest in the forward part of the ship.

The Maine had three magazines. The one forward was used for the storage of ammunition weighing 15,000 pounds. This quantity of explosives is so large that the naval officers here can scarcely believe it was possible for any human being on board to have escaped had this magazine exploded entirely. In its vicinity a sentry stands on duty continually. The doors are closed hermetically, except when the ship is cleared for action.

At 8 o'clock every night the temperature is taken and the keys of the locked door are placed in the captain's hands for the night. The records of the Navy Department show that 87 degrees was the maximum temperature in the Maine's magazine during the past month, a very low and safe temperature. These facts make it extremely difficult to account for the explosion.

The department within recent years has been greatly troubled with reports of spontaneous combustion of coal in the ship's bunkers, which have endangered the lives of the crews and the safety of the ships. The Cincinnati, twice at least, has been obliged to flood her magazines to prevent their blowing up during fires of this kind, and the cruiser Boston has been in the same condition.

The theory advanced by the Spanish authorities that the disaster might have been caused by the explosion of the boiler is accepted at the Navy Department as within the bounds of credibility. The Maine's boiler was separated from the powder magazines at the nearest point by a space of about four feet, usually filled with coal. At least one boiler undoubtedly was kept under almost full steam in order to run the dynamos and move the ship in case of need. The explosion of such a boiler might easily drive through the bulkhead and fire the magazine.

Inasmuch as suspicion exists in some quarters that a torpedo was used against the Maine, it may be said that the majority of naval officers believe that the character of the explosion was hardly such as could be attributed to a torpedo. The latter, charged with about 100 pounds of powder or gun cotton, it is believed, would have torn a large hole in the bottom or side of the Maine, but was scarcely likely to fire the magazine, which is not near the bottom.

THE WRECKED SHIP.

She Was One of the Cracks of the United States Navy.

The armored cruiser Maine, now called a second-class battleship, was built from a design furnished by Chief Naval Constructor T. D. Wilson of the Bureau of Naval Construction. Her construction at the New York Navy Yard was ordered by Secretary Whitney.

In general type the Maine resembles the Aquidaban of the Brazilian navy, which visited New York to participate in the Columbian naval parade. The design was of French origin, transmitted through English designers and worked over by the bureau chiefs of the United States Navy Department.

The Maine's keel was laid at the New York Navy Yard in October, 1888, and work progressed slowly, for a plant had to be built up. The vessel, without armor and fittings, was launched November 19, 1890, in the presence of a great crowd and with much ceremony, her sponsor being Miss Alice Tracy Wilmerding, granddaughter of Secretary Tracy, then at the head of

(Continued on Fourth Page.)

THE LICENSE BILL

Passed First Reading and Was
Sent to Committee.

APPROPRIATION TALK TODAY

Busy Day in House—Questions Propounded to the Attorney-General.

SENATE.

Sixth Day, February 22.

A short session of the Senate was held Tuesday. Three members were absent. Following the usual opening exercises additional time was granted the Finance Committee for consideration of the petition of Palikea for remission of taxes, the Public Lands Committee for consideration of the North Kona petition for improvements, the Judiciary Committee for consideration of the special appropriation bill for current session expenses.

The bill for the issuance of licenses for selling wines, beers and liquors of low alcoholic strength was reported printed and ready for distribution.

Senator McCandless introduced, under suspension of the rules, a bill relating to wide tires. The bill passed the first reading and was referred to the Committee on Printing.

On motion of Senator Baldwin the Senate then adjourned in honor of Washington's birthday.

SENATE.

Seventh Day, February 23.

Twelve members of the Senate were present at roll call Wednesday morning. Business was disposed of expeditiously. On motion of Senator Waterhouse the Report of the Minister of the Interior was taken up and sent to the Committee on Public Lands and Improvements.

The Judiciary Committee reported favorably on Senate bill No. 1, appropriating \$20,000 for expenses of the current session. Senator Baldwin said there was no reference in the report to expenses for the special September session, and asked if the committee had not been directed to investigate that feature. In explanation Senator Lyman said the committee had found nothing in the Constitution either providing for or forbidding compensation for special sessions. The matter of the special session properly belonged to the former period and should be considered separately. For this reason report had been made on that portion relating to the present session only.

Senator Waterhouse asked Minister Damon if \$20,000 would be sufficient to cover current expenses. Minister Damon replied that in thinking of the work laid out by the Executive and in the present political situation with the possibility that the members might not wish a great deal of legislation, \$20,000 seemed enough. The Legislature was a law unto itself and if the sum appropriated was not sufficient the Legislature had the power to appropriate more. On motion of Senator Waterhouse the bill passed the second reading, was sent to the enrollment committee and was made the special order for today.

The special order of yesterday, the bill introduced from the Printing Committee providing for licensing the sale of wines, beers and ales of low alcoholic strength, passed the first reading on Senator Holstein's motion and was referred to the Committee on Commerce, Agriculture and Manufacture. In reply to a question from Senator Waterhouse as to the reason for the introduction of the bill, Senator Holstein stated that he would make a full explanation of the measure at the second reading. He had been requested to present it by his constituents. The need of legislation of a nature provided for in the bill was obvious from the report of the Attorney-General's Department.

In reply to a suggestion from Minister Damon that the Attorney-General be added to the committee having the bill in charge President Wilder said that a Minister could be consulted but could not be made a member of the committee. Senator Holstein was made the third member of the committee in the absence of Senator Horner.

On a question of privilege Senator Waterhouse suggested that the attention of the Military Committee should be called to the firing of salutes from the Executive Building grounds. A committee was in session at noon on Tuesday when the salute of 21 guns was fired and the whole building shook with the vibrations from the shock. The members had noticed a crack in the ceiling enlarge, with some alarm. A section of the ceiling over the es-